

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Please cancel claims 1 -17.

18. (new) An internal combustion engine having an exhaust gas recirculation device and cylinder groups, whereby exhaust gas from each cylinder group is dischargeable separately via respective exhaust pipes, wherein a recirculation line of the exhaust gas recirculation device branches and opens out into an induction section of the internal combustion engine and the cylinder groups are arranged to be operated with an identical or different power output, and the recirculation line branches off from one of the exhaust operatable with a higher power output in at least one operating point.

19. (new) The internal combustion engine as claimed in claim 18, wherein specific power of cylinders of one cylinder group differs from specific power of the cylinders of another cylinder group.

20. (new) The internal combustion engine as claimed in claim 18, wherein the cylinder groups comprise a different number of cylinders.

21. (new) The internal combustion engine as claimed in claim 18, wherein an exhaust gas turbine of an exhaust gas turbocharger is operatively

arranged in the exhaust section such that the exhaust pipes are feedable to the exhaust gas turbine.

22. (new) The internal combustion engine as claimed in claim 21, wherein the exhaust gas turbine is of two-flow configuration, with each exhaust gas flow of the exhaust gas turbine being operatively connected to a respective one of the exhaust pipes.

23. (new) The internal combustion engine as claimed in claim 22, wherein exhaust gas flows are of different sizes, a smaller of the exhaust gas flows being connected to the exhaust pipe associated with the exhaust gas recirculation device.

24. (new) The internal combustion engine as claimed in claim 21, wherein the exhaust gas turbine has a variable turbine geometry arrangement for adjustably setting an active turbine inlet cross-section.

25. (new) The internal combustion engine as claimed in claim 22, wherein the variable turbine geometry arrangement in association with a turbine inlet cross-section of each of the exhaust gas flows.

26. (new) The internal combustion engine as claimed in claim 22, wherein the variable turbine geometry arrangement is associated with the

turbine inlet cross-section of the exhaust gas flow associated with the exhaust gas recirculation device.

27. (new) An internal combustion engine having an exhaust gas recirculation device and cylinder groups, in which exhaust gas from each cylinder group is dischargeable separately via respective exhaust pipes, comprising a recirculation line of the exhaust gas recirculation device branches and opens out into an induction section of the internal combustion engine, and the cylinder groups are arranged to be selectively operated with an identical or different power output,

wherein the cylinder groups are operateable with different air/fuel ratios, and the recirculation line exhaust gas recirculation device branches off from one of the exhaust pipes associated with the cylinder group operateable with a lower air/fuel ratio in at least one operating point.

28. (new) The internal combustion engine as claimed in claim 27, wherein the cylinder group associated with the exhaust gas recirculation device comprises a smaller number of cylinders than another cylinder group which is independent of the exhaust gas recirculation device.

29. (new) The internal combustion engine as claimed in claim 27, wherein an exhaust gas turbine of an exhaust gas turbocharger is operatively arranged in

the exhaust section such that the exhaust pipes as feedable to the exhaust gas turbine.

30. (new) The internal combustion engine as claimed in claim 29, wherein the exhaust gas turbine is of two-flow configuration, with each exhaust gas flow of the exhaust gas turbine being operatively connected to respectively one of the exhaust pipes.

31. (new) The internal combustion engine as claimed in claim 30, wherein exhaust gas flows are of different sizes, a smaller exhaust gas flows being connected to the exhaust pipe associated with the exhaust gas recirculation device.

32. (new) The internal combustion engine as claimed in claim 29, wherein the exhaust gas turbine has a variable turbine geometry arrangement for adjustably setting an active turbine inlet cross-section.

33. (new) The internal combustion engine as claimed in claim 30, wherein the variable turbine geometry arrangement is associated with the turbine inlet cross-section of the exhaust gas flow associated with the exhaust gas recirculation device.

34. (new) The internal combustion engine as claimed in claim 29, wherein the variable turbine geometry arrangement is associated with the turbine inlet cross-section of the exhaust gas flow associated with the exhaust gas recirculation device.

35. (new) A method for operating an internal combustion engine having an exhaust gas recirculation device and cylinder groups, comprising discharging exhaust gas from each cylinder group separately via a respective exhaust pipe, wherein a recirculation line of the exhaust gas recirculation device branches off from one of the exhaust pipes and opens into an induction section of the internal combustion engine, and selectively operating the cylinder groups with an identical or different power output, such that one of the cylinder groups, whose exhaust pipe is connected to the recirculation line is operated with a variable power output.

36. (new) The method as claimed in claim 35, wherein the cylinder groups are operateable with different air/fuel ratios, and the cylinder group whose exhaust pipe is connected to the recirculation line is operateable with a variable air/fuel ratio.

37. (new) The method as claimed in claim 36, wherein the air/fuel ratio is reduced by increasing a fuel proportion.

38. (new) The method as claimed in claim 35, wherein different ignition points are set in the cylinder groups.

39. (new) The method as claimed in claim 35, wherein different fuel injection profiles are set in the cylinder groups.

40. (new) The method as claimed in claim 35, wherein an air proportion is reduced to decrease the air/fuel ratio.